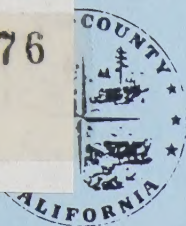


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CIRCULATION PLAN 1970

ALVIN M. FINCH
ROAD COMMISSIONER

GERALD D. DAVENPORT, AIP
PLANNING DIRECTOR

92 00276

CIRCULATION PLAN 1970

An Element of the General Plan

An Amendment to the
Circulation Element
Adopted

January 21, 1969

by the

Yuba County Board of Supervisors

Prepared by the Planning Department
and
Road Department

November 1969



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Adopted, Resolution , (1-21-69)

Amended, Resolution # 1970-20, (2-10-70)

Amended, Resolution # 1988-114, (8-22-88)

RECEIVED
AUG 25 1988
COUNTY OF YUBA
PLANNING DEPARTMENT

BEFORE THE BOARD OF SUPERVISORS

OF THE COUNTY OF YUBA

IN RE:)
RESOLUTION APPROVING OF A NEGATIVE) RESOLUTION NO. 1988-114
DECLARATION AND AMENDING THE)
CIRCULATION ELEMENT MAP OF THE YUBA)
COUNTY GENERAL PLAN BY INCORPORATING)
THE PROPOSED MARYSVILLE-STATE ROUTE)
70 BYPASS)

WHEREAS, the Circulation Element of the Yuba County General Plan serves as a data and policy document guiding the maintenance and improvement of the circulation system providing for the safe and efficient movement of persons and products within Yuba County; and

WHEREAS, the Circulation Element Map identifies the routes of certain arterials, major roads and collector roads designed to minimize conflict with through traffic; and

WHEREAS, periodic revisions to the Circulation Element Map are desirable to reflect changing community needs, desires and financial capability; and

WHEREAS, the Planning Staff has prepared a proposed amendment to the Circulation Element Map incorporating the proposed Marysville-State Route 70 Bypass which was initiated by the Sacramento Area Council of Governments, the City of Marysville and the County of Yuba; and

WHEREAS, the Planning Commission of the County of Yuba held a properly noticed public hearing on said Amendment on May 18, 1988; and

WHEREAS, following notice and public hearing the Planning Commission approved the proposed Amendment to the Circulation Element Map and recommended adoption by this Board; and

WHEREAS, initial environmental studies have been prepared on the change to the Circulation Element Map; and

WHEREAS, said initial environmental studies support approval of a Negative Declaration under the provisions of the California Environmental Quality Act; and

WHEREAS, following notice the Board has held a public hearing as required by law; and

NOW, THEREFORE, BE IT RESOLVED by the Yuba County Board of Supervisors to wit:

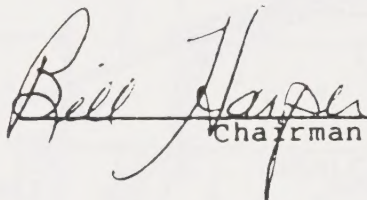
1. A Negative Declaration for this Amendment is hereby adopted.
2. The Circulation Element Map of the Yuba County General Plan is amended as indicated on the attached map identified as Exhibit "A".

PASSED AND ADOPTED at a regular meeting of the Board of Supervisors of the County of Yuba, State of California, on the 22nd day of August 1988, by the following vote:

AYES: Supervisors Deveraux, Dower, Harper and McGill

NOES: None

ABSENT: Supervisor Mathews

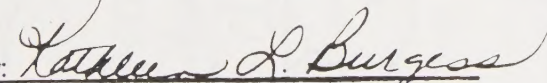

Chairman

ATTEST: Fred Morawcnski, Interim
Clerk of the Board of Supervisors

By: KATHLEEN L. BURGESS
Kathleen L. Burgess, Deputy

The foregoing instrument is a correct copy
of the original on file in this office

ATTEST:
Clerk of the Board of Supervisors of the
County of Yuba, State of California

By: 
Deputy

Date August 25, 1988

APPROVED AS TO FORM AND LEGAL
SUFFICIENCY

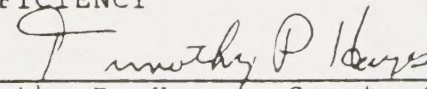
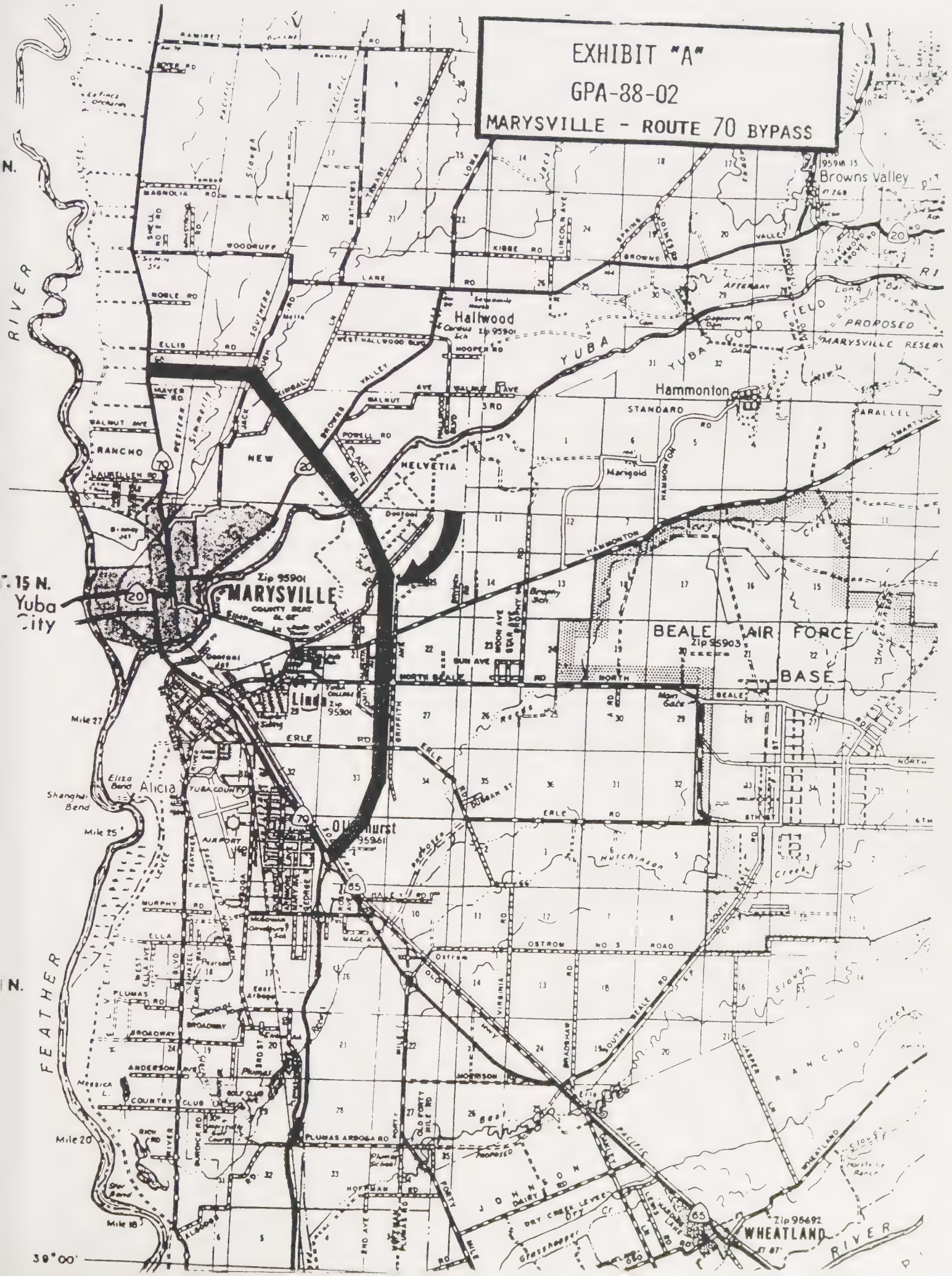
BY 
Timothy P. Hayes, County Counsel

EXHIBIT "A"
GPA-88-02
MARYSVILLE - ROUTE 70 BYPASS



COUNTY OF YUBA
CALIFORNIA

CIRCULATION PLAN 1970

An Element of the General Plan

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INTRODUCTION

California has the most mobile population in the world, the automobile has been responsible for bringing most of the people to this area and to the State. In fact, most of our development has been built around the needs of this amazing machine. There are those who despise the "iron monster" or "dinosaur" and think of it as a space hog, a smog belcher, and the ruination of our social system. To others it is the "love bug" or "mistress" which has given the individual freedom of movement that our people want.

We can recognize the problems it has created, but this invention has brought to this country and especially to California one of the highest standards of living known to man. In the far flung horizontal development of California it has become a necessity, not a luxury.

We have become dependent upon the automobile. From the time our children reach high school age to old age disability, it is the automobile which answers our needs for transportation. It provides jobs and incomes, but, it also creates a need for its movement and storage. As our county and urban areas increase in size and population, the need for streets and highways to move the traffic to our work, to our shopping areas, to our recreation areas and back to our homes becomes greater.

We have all witnessed the lack of planning; narrow streets, crooked roads, areas of inaccessibility, accident hazards, expensive condemnation, discomfort of relocation, and so on. The Circulation Plan with its accompanying ordinances can help avoid those problems listed above.

The Planning and Road Departments have reviewed the adopted circulation element in relation to the projected population and land use needs. Coordination has been the theme. The District Three office of the State Division of Highways has been involved in the studies due to the paramount importance of tying the County road system into the proposed freeways. The Cities of Marysville and Wheatland have also been involved with the planning; however, the plan does not have jurisdiction over the territory within the cities. Adjacent county plans have been reviewed and contacts made with their staffs.

There is a great need for the Circulation Plan as reflected in our accelerating growth. In 1959 Yuba County had 31,800 people and as we near 1970 our population now is estimated to be approximately 47,800, an increase of 50%. During this same period of time the number of vehicles registered in Yuba County has increased 72% from 17,983 units to approximately 31,000 units. Community growth and recreational features such as new lakes create traffic demands which call for new routes, expanded rights of way and straightening of existing roads. There is a need by private developers as well as public agencies, to know where the important routes are going to be located to make the most efficient use of facilities. By knowing these locations in advance, proper planning, both physical as well as economic can be made.

These amendments and the resultant Circulation Plan will serve as a guide to our circulation needs. It will also benefit both private and public planning and assist in making choices for wise

investments. The plan, being a public policy document, will also be the foundation for other public documents, policies and law. It also becomes the framework on which the pattern of land uses will be attached.

POLICIES FOR CIRCULATION

Yuba County has had a marked change in its road and highway system. A hundred years ago, transportation was dominated by steamboat up the mighty Feather and by horse and wagon. Later the railroads were to bring to the area passenger and freight service. Paved streets and highways came later. Today, those other means of moving people and goods in, into and around the County have taken a back seat to the increased use of private automobiles and our modern trucks. Roads have changed from single lane dirt tracks to gravel, asphalt and concrete. Now we have special type roads serving the many functions of our area and communities.

Our streets and highways have been surfaced, widened, realigned, controlled, one way lanes added, routes separated, features bridged and otherwise improved. Most of these improvements have come about in the last fifty years, not quite a life time.

The trend is clear. We can expect in the next fifteen years an increase of 30,000 people* which will add better than 12,000 extra automobiles upon our system of roads. In addition, as this area's recreational attractions grow, we will have increased regional traffic.

* General Plan, County of Yuba, California (1969)

To meet this demand, our road system must be expanded and a new generation of highways designed and built. This, then, calls for new policies for circulation. The following policies are basic to carrying out the intent of the Circulation Plan and are as much a part of the plan as the mapped routes.

1. Construction of roads and highways will be one of the County's major investment in the next twenty years.

In order to provide an opportunity for certain areas of the County to develop, new roads, bridges and railroad crossings must be built. This will stimulate private investment.

2. The County road system must evolve from an interrupted pattern into a coordinated network of specialized roads which range from the local street to the freeway, and from commercial and industrial streets to scenic corridors.

We must separate the through traffic from the local traffic in order to raise the efficiency and safety of these routes. We must simplify movement or inter-movements, raise capacity and reduce congestions.

3. The Circulation Plan shall serve as a stimuli to the future form and function of the County.

New routes will open up land areas not yet developed. Proposed routes or connections will influence the location of commercial and industrial centers and also make our new recreation areas more accessible.

4. The proposed freeway system must serve not only as a doorway to other areas of the state and country but also help tie areas of the County together.

The State freeway system will aid the County in providing routes and bridges which our limited assets won't let us accomplish ourselves. In this manner the routes must not abandon the urban area but help in its information and development.

5. The County System will take advantage of the existing and proposed freeway interchanges.

With the State making the major expenditure of funds for rights-of-way and construction, it behooves the County to tie in with this State network and also, to encourage the location of future interchanges. Interchanges will be the only means of tapping the full potential of these major arterials.

6. The County shall discourage the interruption, conflict, and congestion along its major roads often caused by "strip" development.

Major roads are designed to handle large volumes of traffic which must be kept moving, thus, it is not in the best interests of this goal to allow unrestricted conflict caused by abutting uses. Many driveways promote conflicts in traffic flow with the entering and crossing of lands. It distracts the motorist and increases traffic hazards.

7. The natural beauty of Yuba County is to be promoted and protected by the routes which traverse it.

Roads open up areas not only for development but also for appreciation of the motorists senses. Yuba County has been blessed with scenic areas and it would be a waste of a valuable asset to let either the route designers scar an area for the sake of a straight

road or for a few private interests to post the view with signs. Our scenic corridors are our welcoming mat and will make the greatest impression on visitors to this area.

8. The cost for the construction of roads shall be primarily borne by the land developer or other interests gaining from the installation of the road.

This policy has been used and enforced by most communities and counties throughout the state. The alternative would amount to public subsidy of private developers and would be financially impossible. The limited amount of public funds available should be committed to the construction of added capacity where needed or the realignment of existing routes where it is of county-wide interest.

9. All roads shall be constructed in accordance with sound engineering practices and standards to provide safe, durable, and permanent routes.

No matter who constructs the roads it will be the County's responsibility to maintain them or rebuild them. Inadequate initial construction only increases maintenance costs and restricts the County's ability to rebuild them. The problem is passed on to a future generation; therefore, the only acceptable course is to design and build them right the first time.

These basic policies will, with faithful diligence, provide the backbone of the adopted plan. Not only should the plan reflect these policies but also it shall be necessary to adopt laws to implement them.

ROAD CLASSIFICATIONS

FREEWAYS. Freeways are proposed where the estimated traffic volumes range from 20,000 or more vehicles per day. They are divided highways with full access control and grade separation at all intersections. Right of way width is as required. These routes are determined by the California Division of Highways and are constructed by them. Freeway agreements have been made with the County on those routes shown with a solid line on the plan.

MAJOR ROADS. Major roads are proposed where estimated ultimate traffic volumes range from 7,500 to 20,000 vehicles per day. In the urban area they are planned to be four-lane divided roads with access and parking controlled as necessary. In the rural area they will be two to four lanes depending upon adjacent land uses. Right-of-way width is 110 feet. This type of road serves as a regional web tying the urban areas together and giving service to urban commercial and industrial uses. Most of these routes will qualify for FAS (Federal Aid for Secondary Highways) funds because of their regional importance. These routes, because of their importance and beauty (due to either the area they traverse or because of the divided road bed), should be considered as "Parkways" within the County.

COLLECTORS. Collector roads are proposed where estimated traffic volumes will exceed over 5,000 vehicles per day. In the urban area, they are planned as four lane undivided roads with little or no access control. In the rural area they will be two to four lanes depending upon adjacent developments. Right-of-way width is 84 feet. This type of route is used for collecting traffic in

various areas and directing it to freeways or major roads. This classification may also be used where there are high densities adjacent to the route, of at lease one unit per 2,000 square feet or in commercial, industrial or dense recreational areas.

SCENIC CORRIDORS. Because Yuba County has unique scenic qualities the plan stipulates various routes to be considered for special treatment. Considerations should be given not only in the physical design of the road but also in the "View from the road." This latter problem will require sign control, possible view easements and other special ordinances. In addition to the States Scenic Route System, the County should also establish a system so that urban dwellers can enjoy not only the view of mountains with their trees, rocks, and streams but also the orchards, rice fields, and plains of the County. The Beauty of the area is one heritage we should protect.

THE PLAN

The Circulation Plan as shown on the last page of this report reflects the best thoughts of "today" for the needs of Yuba County. It will replace the Circulation Plan adopted with the General Plan. 1969 has been a year of review and evaluation of the present plan. The changes proposed have come as a result of new information and re-evaluation of old data. The following routes represent a circulation pattern to serve the needs of moving people and goods in, through, and around the County.

The plan is general in nature. The dashed lines are floaters; that is, they are not firm and may be interpreted to move in order

to make a route engineeringly possible. The solid lines generally will follow the existing routes; however, this does not preclude minor realignments.

FREEWAYS. The State of California has at the present four state routes within Yuba County. They are all planned eventually to become freeways. The State designs these routes and with the concurrence of local government adopts them. The Circulation Plan has no jurisdiction over the location of these routes; however, it does indicate the County's preference of location. The pattern of freeway construction has a major effect upon the land use pattern and the ultimate growth of an area. The County staff has recommended major changes in the location of two of the State routes for two basic reasons: One, the Division of Highways was not in accord with the adopted plan; and, Two, the staff did not feel the proposed plan would best help the growth and economic development of the County.

The proposed amended plan is the direct result of close liaison and cooperation of the Road and Planning Departments, City of Marysville, City of Wheatland, and District 3, Division of Highways. The plan represents a consensus of this group.

Route 49. State Highway 49 is in the north-eastern part of Yuba County. It is a regional route generally serving the west side of the Sierra-Nevada Mountain Range. It is projected to be rebuilt as a freeway in the future.

Route 20. State Highway 20 is also a regional route serving the east-west traffic between Ft. Bragg on the coast to Interstate 80 (U. S. 40) near Cisco Grove. This route is one of the few east-

west arterials leading over both mountain ranges. In Yuba County this route must be completely rerouted due to the pending construction of the new Marysville Reservoir. The plan calls for the new route to skirt the south shore, then crossing west of the Yuba Gold Field tailings, and continuing westward north of Marysville, crossing over the Feather River into Sutter County.

Route 65. At present State Highway 65 ends where it intersects with Route 70. It will continue south to Roseville through the City of Wheatland. The plan proposes two interchanges at Wheatland to serve the City and to encourage growth.

Long range plans include extending this route westward across the Feather River south of Marysville. This has not been shown on the plan due to the necessity of having the State change its freeway descriptions.

Route 70. State Highway 70, is a most important route for Yuba County, as well as the State. It is our direct connection to Sacramento and it serves the State as the main route to the new lakes in the Sacramento Valley foothill area. Both Lake Oroville and Marysville Reservoir will benefit from its construction.

Route 70 is also the most important route from the standpoint of the urban growth and development for Yuba County. It will make possible a competitive area of growth both in North Marysville and the Linda-Olivehurst area to augment that in Yuba City. It will also make the industrial areas of the county more accessible.

The proposed route shows several interchanges to give access to Marysville and its new north area, and to the Linda-Olivehurst urban area.

Future Routes. California by the year 2000 will double its population and increase the number of automobiles on its system of roads. New routes will be needed to cope with this growth. One of the major areas which will need attention is the rapidly developing west slope of the Sierra-Nevada Mountains. Here lies the recreational resource area to serve the millions of people living in congested coastal areas. Such places of interest are the Kings Canyon National Park, Sequoia National Park, Yosemite National Park, Disney's Mineral King, the Mother Lode Country and the many lakes both natural and man-made which exist in this area.

In this immediate area are Folsom, Camp Far West, Bullards Bar, Marysville, Merle Collins, and Oroville Reservoir. To adequately serve this area a "Eastside" freeway will be needed to relieve the existing Route 99, Yuba County should join with its sister counties to plan now for this route.

MAJOR ROADS. The following routes within Yuba County will carry the burden of traffic. Ultimately these routes will be divided highways with a divided median. We urge that this median be landscaped and thereby give a parklike atmosphere. These routes then will become the County's "Parkways". It is suggested that after the plan is adopted that these routes be renamed as parkways.

Oroville Highway (Present Route 70) From the Cities of Marysville north to Butte County.

Browns Valley Route - Spring Valley Road - Marysville Road - Glen Road - LaPorte Road. From the City of Marysville northeast to the intersection of the Challenge Road below the community of Challenge. Here is a good example of the need of a continuous

name. This is the main route to the lakes and mountains. It represents a new alignment around the proposed Marysville Reservoir by using a portion of the existing Spring Valley Road right-of-way. Also needed is a straightening of the route where it intersects Woodruff Lane.

Simpson Lane. From the City of Marysville to the proposed Freeway 70.

Rameriz Road - Unnamed section - Jones Road - Afterbay Dam. From Oroville Highway east-southerly to Beale Air Force Base. This is a route which serves the new Marysville Reservoir and Beale Air Force Base from the northwest. It also gives the County another crossing of the Yuba River, and ties in with a circle route through Beale AFB southward.

"New Route" (North of Marysville Reservoir). From Marysville Road (near Peoria Road) to Route 20 on either Yuba or Nevada Counties. This is a new proposed northwest-southwest route crossing the Yuba River between the Englebright Dam and Smartville. This route connects Nevada County to Butte County without the need to go around the lake. It is also needed to open up the area north of Marysville Lake which will be cut off by the new facility.

(New) Los Verjeles Road. A new route which takes a direct east-west connection between Butte County and the Marysville Road.

Challenge Road - Indiana New York Road - Oregon Hill Road. From Butte County to Marysville Road. This route connects Oroville Reservoir to Bullards Bar Reservoir. Much of the Oregon Hill Road has been rebuilt as a part of the Bullards Bar Reservoir project. The plan calls for a realignment south of the community of Challenge

using part of the Indiana New York Road right-of-way. This smooths out the route and will encourage Challenge to grow to the south.

Marysville Road. From the intersection of Marysville Road and Willow Glen Road to Route 49. This route serves the communities of Oregon House and Dobbins and crossing the Bullards Bar Dam makes the only connection to the community of Camptonville, the northeast part of Yuba County and Sierra County. Portions of the road have been rebuilt west of the dam. Connections to the dam will be completed in early 1970. The other portion east of the dam is planned to be rebuilt and generally realigned with a new connection to Route 49 near Log Cabin.

Feather River Blvd. From North Beale Road south to Route 70. This was once the main highway to Sacramento. It now serves West Linda and the industrial and agricultural areas in southwest Yuba County.

North Beale Road. From Lindhurst Avenue. It will connect at Griffith to the new urban loop road.

Pasado Road - Erle Road. Eventually from Route 99 in Yuba City to Beale Air Force Base. This is one of the most important routes in the plan. It is the key to the future urban development of Yuba County. By means of a new interchange on existing Route 70 it will open the area east of the Southern Pacific Railroad to development, tie Beale Air Base closer to the community, make the Yuba County Airport and industrial area more accessible and eventually tap the growing Yuba City area. This interchange should have the highest priority.

Arboga Road. From Pasado Road south to McGowan Road. This route is an industrial street serving the Airport and is a part of the loop system. Its connecting streets tie into the Freeway system.

North Beale Road - Lindhurst Avenue. From Route 70 south to Erle Road. The North Beale Road section should be renamed Lindhurst after the County rebuilds the intersection in front of the new proposed Penney Center.

McGowan Road - Griffith Avenue - Hammonton-Smartville Road. This urban loop road would connect to Feather River Boulevard on the west and tie in with a new interchange with Route 20 Freeway near the Dolittle Gate at Beale Air Force Base. It is an extremely important highway for the development of the county's industrial areas, the Airport, and the new residential area east of the Southern Pacific tracks.

Country Club Lane - Plumas Arboga Road - (New Section) - South Beale Road. This is a southern circle route which goes from Feather River Blvd on the west to the South Gate of Beale Air Force Base.

Main Street - Wheatland Smartville - Long Ravine Road - Route 20. From new proposed Route 65 Freeway, west of the City of Wheatland, eastward around Beale AFB via a new route then northerly to Smartville community. The terminus will either be the eastern boundary of Yuba County or connect via bridge to the "New Route" (North of Marysville Reservoir). This route serves not only the Capehart housing at Beale AFB and Camp Far West Reservoir, but it also ties Wheatland in with Smartville giving an alternate by-pass of the urban area. It also projects Wheatland's Main Street to the west giving this city a needed second entrance from the new freeway.

Beale AFB Routes. The previous Circulation Plan ignored Beale AFB. While we recognize that our plan cannot force the federal government to either open these roads to the public or construct them, it is important to show the continuation of a route if for some reason the policies of entry are changed or the base is reverted to public use.

COLLECTOR ROADS. The following group of highways and roads will collect traffic and route it to major roads or freeways. In the urban area they will plan a major role in serving the industrial, commercial and apartment areas of concentration.

Woodruff Lane. From Oroville Highway (Route 70) eastward to Marysville Road (Route 20). This route would tie in with the new Route 70 Freeway and is projected to be realigned along a new levee on the proposed Jack Slough reclamation project.

West Hallwood Boulevard. From Marysville Road (Route 20) westward to the proposed new levee west of Jack Slough Road. This route will serve the proposed new residential areas in north Marysville.

New Road (N. Marysville). A new road from Marysville Road (Route 20) westward to the proposed new levee west of Jack Slough Road. This is a very important proposed road to serve the projected industrial area to be planned for the Jack Slough reclamation project. It would have a connection with the new Route 70 Freeway.

Jack Slough Road. From Marysville city limits north of West Hallwood Boulevard. This is the main north-south street in the proposed expansion of the City of Marysville.

Loma Rica Road. From Marysville Road northeasterly through the community of Loma Rica and connecting back on Marysville Road at Stanfield Hill.

Fruitland Road. From Butte County southeasterly through the community of Loma Rica to the new section (Spring Valley Road) of the Marysville Road.

Los Vergeles Road. From Butte County southerly to Loma Rica Road.

La Porte Road - Frenchtown Road - Rice's Crossing Road. That section of La Porte Road from Butte County north easterly cutting across Willow Glen Road meeting the intersection of Frenchtown Road then proceeding southerly through Oregon House tying in with Rice's Crossing Road to a proposed bridge crossing of the Yuba River into Nevada County. This route is important in that it not only serves a rapidly growing area of second homes but it also connects Butte County to Nevada County and serves a regional purpose.

La Porte Road. From Challenge Cutoff and Oregon Hill Road northerly to North Star and on to Plumas County, this is a mountain road which serves a growing summer resort area. This section of County road has much snow during the winter months.

Celestial Valley Road - Moonshine Road. From Route 49 easterly across the new Celestial Valley Bridge to Sierra County. This route will help open the exciting southwestern part of Sierra County.

Scott Forbes Road. From Marysville Reservoir northeasterly to Rice's Crossing Road. This is presently a rugged road which is needed to open the eastern part of Yuba County.

"Lake Shore" Road (new road). A new road using parts of Bald Mountain Road, Peoria Road and Township Road. It would connect Marysville Road to the "New Route" north of the Marysville Reservoir.

Wheatland Smartsville Road connections. Two short segments leading into and out of Beale AFB.

Spenceville Road. From Wheatland Smartville Road eastward to Nevada County.

Camp Far West Road. From Wheatland Smartville Road south of Beale AFB along the north shore of Camp Far West Reservoir north to Long Ravine Road then easterly to Nevada County. This is a recreation loop road to serve the lake area.

Long Ravine Road. A short segment between Camp Far West Road to Wheatland Smartville Road.

McCurtney Road - Perimeter Road. A short segment within Yuba County serving the east shore of Camp Far West Reservoir.

Ostrom Road - Jasper Lane. From old Route 65 southeasterly to Wheatland Smartville Road. This is the eastern half of a loop road around the city of Wheatland.

Forty Mile Road - Rio Oso Road - New Section. From Old Route 65 southerly to the city of Wheatland. This is the western half of a loop road around the city of Wheatland. The new section goes north of the city and connects to the Wheatland-Smartville Road.

Route 65. From McGowan Road southerly to Placer County. This is the present (old) route 65 which goes through the City of Wheatland.

Arboga - Boradway. From McGowan Road southerly to Feather River Boulevard.

Arboga Plumas Road. A short section eastward from Arboga Road to a new proposed interchange on Route 70 Freeway. This is to tie in an area of future urban growth in Arboga to the Freeway system.

7th Avenue. From Powerline Road westward to Arboga Road. This is a major east-west spine in the Olivehurst Community. It serves the commercial center and gives access across the Western Pacific tracks to the Yuba County Airport.

Olivehurst Avenue. From Route 70 Freeway southerly to McGowan Road. This is the main backbone route of the community of Olivehurst. That portion north of 7th Avenue is the present commercial center of the community.

Powerline Road. A frontage route along Route 70 Freeway from Olivehurst Avenue southeasterly to McGowan Road.

Lindhurst Avenue. From Earl Road southerly to Route 70 Freeway. This route connects the communities of Linda and Olivehurst.

Arboga Road. From Feather River Boulevard southward to Pasado Avenue. This is primarily a residential collector which now serves the airport.

North Beale Road. From Griffith Avenue eastward to Beale AFB.

Brophy Road. From North Beale Road northward to Hammonton Smartville Road.

Hammonton Smartville Road. From Simpson Lane (new section) eastward to Griffith Avenue.

Simpson Lane. From the new Route 70 Freeway southeasterly to North Beale Road via a new segment south of the railroad tracks.

North Beale Road. From Route 70 Freeway southerly to that portion where the south ramp of North Beale Road enters.

Beale AFB Routes. There are two Collector routes included in Beale AFB to complete the road system should this area ever be open to the public.

SCENIC CORRIDORS. Because of the special scenic qualities of certain areas of Yuba County, those roads traversing these areas are recommended to be protected by special ordinances. This will protect these beauty spots for not only those who live there now but for future generations.

Los Vergeles - Marysville Road;

New Route (North of Marysville Reservoir);

Spring Valley Road - Marysville Road - Willow Glen Road;

LaPorte Road;

Rio Oso Road;

Wheatland Smartville Road;

Camp Far West Road;

Loma Rica Road;

Feather River South of Country Club Avenue

Highway 70.

Highway 49

PLAN OF ACTION

The proposed circulation plan is based upon existing roads and proposals based upon expected needs which are possible to construct.

Each year the County receives a limited amount of state and federal funds to add to our own resources for purposes of planning, designing, constructing and maintaining roads and bridges. With few exceptions, such as subdivisions or special improvement districts, the total cost for these activities is borne by government. Many times the improvements are needed only because of an individual private investment and yet the costs must be shared by all taxpayers. On the other hand we may inherit the problem but are not able to

finance the solution; thus, the problem worsens, again at the expense of the general taxpayer.

The Federal and State governments have required plans to be established prior to their releasing money for projects. This has been done in the F.A.P. and F.A.S. system and the select system and now even a third level of roads related to the TOPIC program. In addition to this, when an urban area obtains over fifty thousand people, a regional road plan must be designed and adopted. This is a requirement of the Federal Bureau of Public Roads which must be administered by the State Division of Highways.

To carry out the spirit of this plan it will be necessary to adopt other policies and ordinances as explained below. This amended Circulation Plan (Element) will, when adopted, become the foundation stone for other policies and ordinances. They are:

Standard Cross-Sections. We have established the right-of-way needed for each of the road classifications. A standard cross-section for these road types for both urban and rural situations should be approved with this plan. The proposed cross sections are shown on the inside back cover.

Land Division Code. The present Subdivision ordinance has not been kept current with standard development procedures. A new code to handle land division, whether it be full subdivisions or lot splits (minor divisions) should be prepared. This document will, if used with the plan, protect and provide needed rights-of-way and improvements for County roads.

Frontage Design Policy. This document can be adopted in two ways. It can be a policy by resolution in map form showing how to treat the development of subdivisions or other developments along four-lane streets. It could also be reflected in ordinance form via curb-cut restrictions tied back to the Circulation Plan.

Technical Standards Policy. This document, which should be adopted as a Resolution, will stipulate how the various road classifications will be built, whether it be by private or public funds, by a public improvement permit, a 1911 Act contract, or an ordinary County Contract.

This policy would indicate how much paving is needed for the various road classifications, the widths of traffic lanes, parking lanes, medians, curbs and gutters, parkways, and sidewalks. It would take into account half streets or hillside roads and other special circumstances so that the public can make plans regarding their property when it abuts these streets or roads.

Dedication and Improvements for Streets. This document would be a County Ordinance requiring, under certain given conditions, the dedication and/or construction of improvements other than subdivisions. This is needed to develop our roads and streets, sidewalks and drainage structures as new income producing properties are built.

This puts on an even footing all the developers of land with that of the subdivider. Right-of-way is not enough, for every new development is creating a demand for more public services, especially roads and streets; therefore, in order to meet these demands, the County must either, out of general funds, buy the land later at inflated prices, (and maybe the front of a building, too) and construct the streets or require this to be done at the

time of initial construction. This later method is one most commonly used in California. It is physically impossible for a County to keep up with the needs of growth, especially, when such growth is in places and at times not of our choosing. This is a "build-as-you-go" or for the developer "pay-as-you-grow" method.

Protection of Right-of-Ways. This document would be a County Ordinance which is related to the Circulation Plan. Its purpose is to protect those roads or streets on the Circulation Plan which will need to be widened equally from the existing center line, widen by offsetting the center line, or the projection of a new alignment. An ordinance would establish administrative procedures to protect both the public's interests as well as the individual property owner. Without this ordinance the plan could be put into jeopardy by a few individuals.

Specific Plans. Certain routes on the Circulation Plan will be shown cutting across property at an angle in order to either straighten out a right angle turn or to connect two existing portions. In other locations, prior development on one side of a street will require an off-set street, that is, extra widening on one side to obtain the needed right-of-way. The document needed to carry out this part of the plan is a Specific Plan which is adopted in the same process as zoning. It consists of an engineered map showing exact dimensions of the future rights-of-way needed to carry out the intent of the plan. These should be done on a priority basis over the next few years. This system also establishes setback lines so as to protect the future roadway.

Capital Improvement Policies. Based upon the adopted plan and the growth requirements, as well as financial capabilities, the County should establish policies for the allocation of certain funds for the extra wide streets needed to serve our commercial and industrial developments. We should consider the use of incentive financial participation in 1911 or 1913 Improvement Act projects. Rather than the County doing a complete job in existing built up areas, we might entice property owner participation.

We will also need to consider new freeway connections for the proposed Freeway interchanges to be built in the next ten years. No doubt, money will be needed to construct bridges or underpasses to overcome the railroads bisecting the County.

The best way to implement the needed projects on a priority system is by the use of a Capital Improvement budget for a five to six year period. Allocation of funds in this manner keeps the public better informed and frees the Board and the staff from yearly skirmishes.

Street or Road Naming. As we begin connecting several existing roads to make a continuous route, it is obvious that something should be done about the various names that exist to give a future route a definite name. The sooner this task is accomplished, after the adoption of the Circulation Plan, the fewer people we will have to inconvenience. This sort of change is most difficult as people, quite naturally, feel that their address is a personal possession; however, it is not desirable to be on a street or road which changes its name as you progress along.

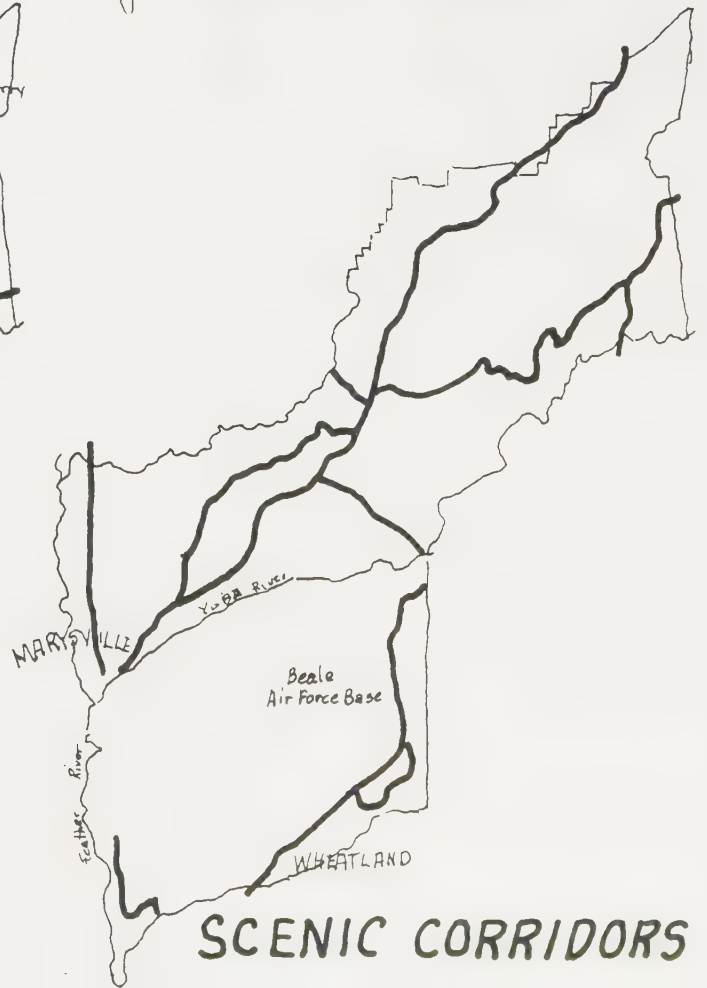
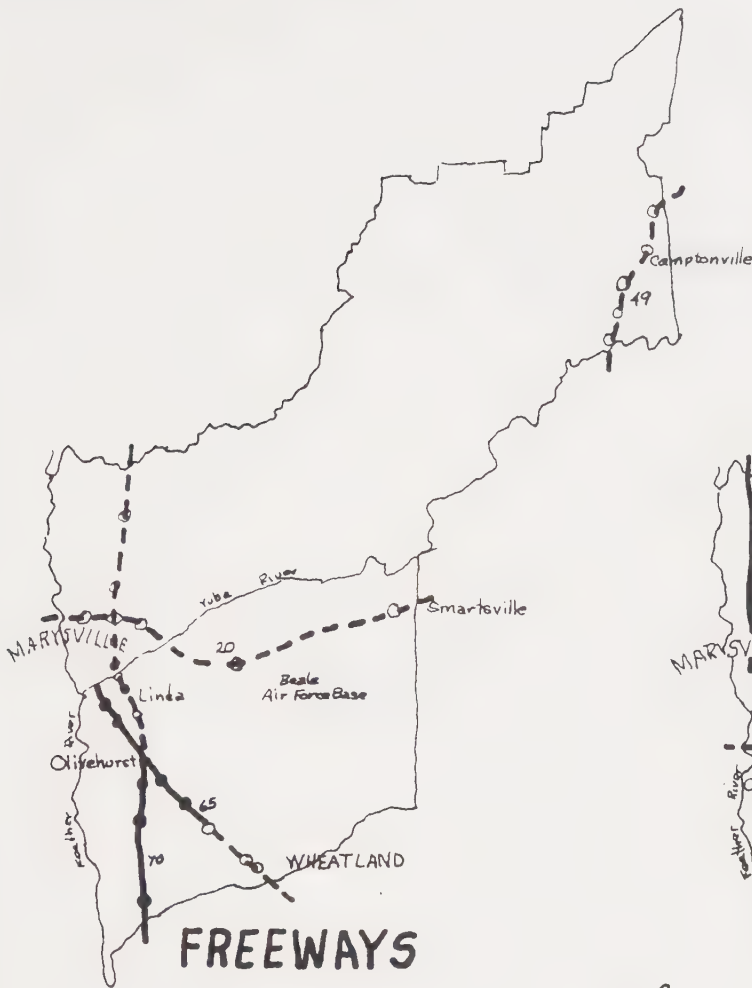
Timing. In the process of carrying out a program, such as the one listed above, you may progress as slowly or as rapidly as you wish. Many of these items are new ideas to this area; however, they are in use throughout the state, especially in the rapidly developing areas. If we are to give the people who are here and yet to arrive an even break on the costs of providing the roads needed to serve them, then this program should begin in earnest. Timing will depend upon the reaction received by the Board, the Commission, and the public.

Such a package will enable all concerned to have the answers needed to develop our road system.

YUBA COUNTY PLANNING DEPARTMENT

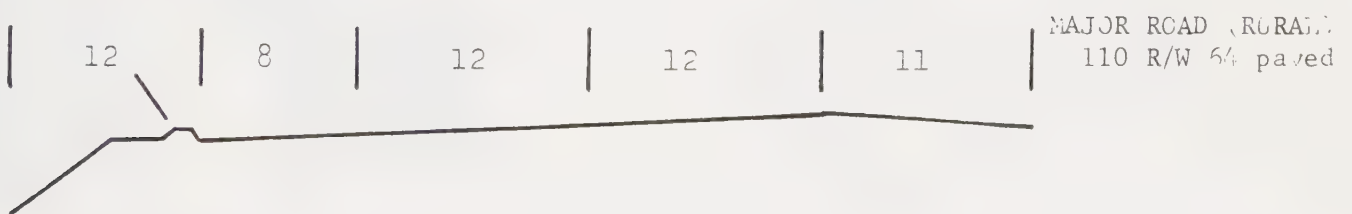
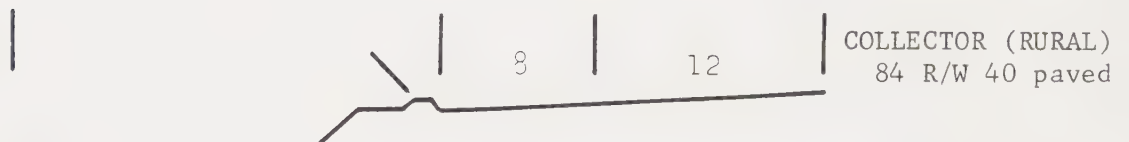
YUBA COUNTY ROAD DEPARTMENT

NOVEMBER 1969



YUBA COUNTY ROADS

GEOMETRIC SECTIONS



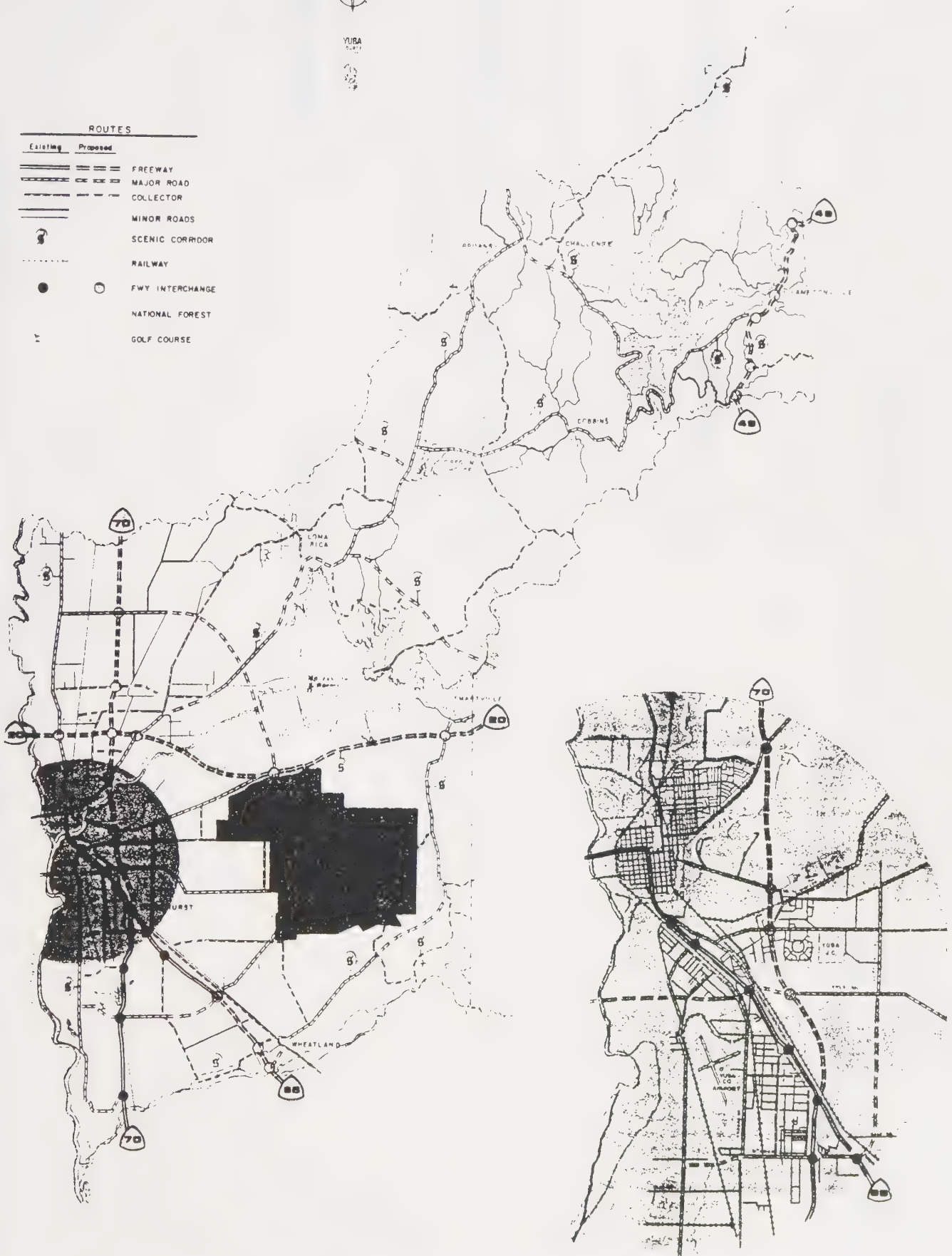


YUBA
COUNTY
CALIFORNIA

ROUTES

Existing Proposed

- FREEWAY
- MAJOR ROAD
- COLLECTOR
- MINOR ROADS
- SCENIC CORRIDOR
- RAILWAY
- FWY INTERCHANGE
- NATIONAL FOREST
- GOLF COURSE



CIRCULATION PLAN

Circulation Plan

Policies...

The following policies are basic to carrying out the intent of the Circulation Plan and are as much a part of the plan as the mapped routes.

1. Construction of roads and highways will be one of the County's major investments in the next twenty years.
2. The County road system must evolve into a coordinated network of specialized roads ranging from residential streets to freeways, and from commercial and industrial streets to scenic corridors.
3. The Circulation Plan shall serve as a stimulus to the future form and function of the County.
4. The proposed freeway system must serve as a doorway to areas outside of the County as well as tie areas of the County together.
5. The County system will take advantage of the existing and proposed freeway interchanges.
6. The County shall discourage any condition which might cause traffic interruption, conflict, or congestion along its major roads.
7. The natural beauty of Yuba County is to be promoted and protected by the routes which traverse it.
8. The cost for the construction of roads within and adjacent to private developments shall be primarily borne by the land developer or other interests gaining from the installation of the road.
9. All roads shall be constructed in accordance with sound engineering practices and standards which will assure safe, durable and permanent routes.

These basic policies are reflected in the plan and will, with faithful diligence, provide the backbone of the adopted plan, where necessary, laws will be adopted to implement the policies.



Freeways...

Over 20,000 Vehicles/Day

Major Roads...

7,500 - 20,000 Vehicles/Day

Collectors...

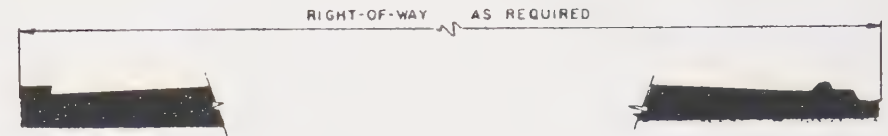
Over 5,000 Vehicles/Day

Residential Ways...

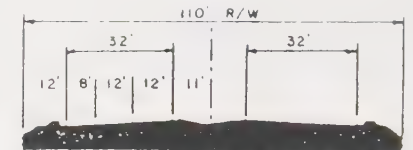
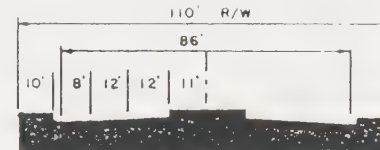
Scenic Corridors...

URBAN

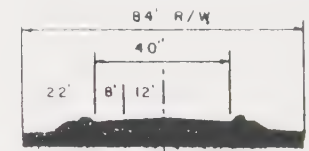
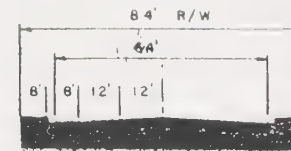
RURAL



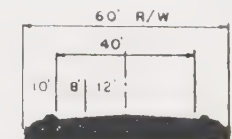
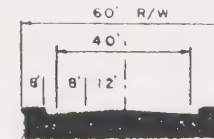
The California Division of Highways determines these routes and constructs them. They are divided 4 ways with toll access, control and grade separation at all intersections. Right-of-way width is required.



Major roads serve as a regional web tying the urban areas together and giving service to the commercial and industrial uses. In the urban area they are planned to be four lane divided roads with access parking controlled as necessary. In the rural area they may be two or four lane roads, depending upon the adjacent land use. The regional importance of these routes qualifies most of them for Federal Aid for Secondary Highways (FAS) funds. Because of their beauty these routes should be considered as "parkways" within the County.



A collector route is used for collecting traffic in various areas and directing it to freeways or major roads. This classification may also be used where there are high densities adjacent to the route, of at least one unit per square foot of commercial, industrial or dense recreational uses. In the urban area, they are planned four lane undivided roads with little or no access control. In the rural area they will be two to four lanes.



Yuba County has unique scenic qualities, therefore the plan stipulates various routes to be considered for special treatment. Consideration should be given not only to the physical design of the road but also to the "view from the road." This latter problem will require sign control, easements, view easements and other special order. In addition to the California Scenic Route System, the County should establish a system so that only scenic views are visible from the road. The beauty of the area is one of its major assets. The plan of Yuba County. The beauty of the area is one of its major assets.

COUNTY OF YUBA
CIRCULATION PLAN 1970

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